

FISCAL CONSTRAINT DEMONSTRATION

7/20/2010	Highway Fund Source	FY 2008				FY 2009				FY 2010				FY 2011			
		Estimated Federal Revenue	Estimated Non-Federal Revenue	Total Estimated Revenue	Total Proposed Commitments	Estimated Federal Revenue	Estimated Non-Federal Revenue	Total Estimated Revenue	Total Proposed Commitments	Estimated Federal Revenue	Estimated Non-Federal Revenue	Total Estimated Revenue	Total Proposed Commitments	Estimated Federal Revenue	Estimated Non-Federal Revenue	Total Estimated Revenue	Total Proposed Commitments
	Interstate Maintenance (IM)	\$12,150,000	\$1,350,000	\$13,500,000	\$13,500,000	\$1,080,000	\$120,000	\$1,200,000	\$1,200,000	\$273,059	\$30,339	\$303,398	\$303,398	\$2,711,371	\$301,263	\$3,012,634	\$3,012,634
	National Highway System (NHS)	\$0	\$0	\$0	\$0	\$211,664	\$46,936	\$258,600	\$258,600	\$1,378,719	\$14,403,592	\$15,782,311	\$1,685,011	\$0	\$0	\$0	\$0
	Surface Transportation Program (STP)	\$7,988,288	\$1,836,184	\$9,824,472	\$9,824,472	\$4,239,665	\$1,209,690	\$5,449,355	\$5,825,195	\$6,255,227	\$914,746	\$7,169,973	\$6,754,553	\$1,259,713	\$777,960	\$2,037,673	\$2,037,673
	Bridge (B)	\$931,200	\$232,800	\$1,164,000	\$1,164,000	\$905,405	\$183,027	\$1,088,432	\$1,088,432	\$789,379	\$175,042	\$964,421	\$964,421	\$4,384,000	\$1,096,000	\$5,480,000	\$5,480,000
	Congestion Mitigation & Air Quality (CMAQ)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Safety	\$261,180	\$29,020	\$290,200	\$290,200	\$400,000	\$100,000	\$500,000	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Equity Bonus (EB)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Other FHWA	\$890,008	\$32,000	\$922,008	\$922,008	\$375,840	\$0	\$375,840	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Non-FHWA	\$0	\$0	\$0	\$0	\$0	\$3,350,000	\$3,350,000	\$3,350,000	\$0	\$0	\$0	\$14,097,300	\$0	\$1,491,000	\$1,491,000	\$1,491,000
	American Recovery and Reinvestment Act	\$0	\$0	\$0	\$0	\$38,967,000	\$0	\$38,967,000	\$39,467,000	\$1,933,319	\$271,863	\$2,205,182	\$2,620,601	\$0	\$0	\$0	\$0
	Highway Total	\$22,220,676	\$3,480,004	\$25,700,680	\$25,700,680	\$46,179,574	\$5,009,653	\$51,189,227	\$51,189,227	\$10,629,703	\$15,795,582	\$26,425,285	\$26,425,284	\$8,355,084	\$3,666,223	\$12,021,307	\$12,021,307

Transit Fund Source

Section 3038 - Over the Road Bus Program			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
Section 3045 - National Fuel Cell Technology Development Program			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
Section 5303 - CTF Metropolitan Transportation Planning			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
Section 5304 - CTF Statewide Transportation Planning			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
Section 5305 - Metropolitan and Statewide Planning			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
Section 5307 - UZA Formula	\$935,024	\$3,264,200	\$4,199,224	\$4,199,224	\$1,049,600	\$3,318,000	\$4,367,600	\$4,367,600	\$1,361,000	\$6,320,000	\$7,681,000	\$7,681,000	\$1,429,200	\$6,371,800	\$7,801,000	\$7,801,000
Section 5308 - Clean Fuels Program			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
Section 5309 - Capital Bus and Capital New Starts			\$0	\$0	\$2,272,000	\$568,000	\$2,840,000	\$2,840,000	\$6,824,000	\$1,706,000	\$8,530,000	\$8,530,000	\$1,069,600	\$267,400	\$1,337,000	\$1,337,000
Section 5310 - Elderly & Disabled			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
Section 5311 - Non-UZA			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
Section 5313 - Transit Cooperative Research Program			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
Section 5314 - National Research and Technology Program			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
Section 5316 - Transit - Section 5316 - Job Access/Reverse Commute	\$20,000	\$20,000	\$40,000	\$40,000	\$186,500	\$123,500	\$310,000	\$310,000	\$77,236	\$73,684	\$150,920	\$150,920	\$72,500	\$72,500	\$145,000	\$145,000
Section 5317 - Transit - Section 5317 - New Freedom Initiative			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
Section 5320 - Alternative Transportation in Parks and Public Lands			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
Section 5339 - Alternative Analysis			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
Section 5505 - University Transportation Centers Program			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
ARRA Section 5307 - UZA Formula			\$0	\$0	\$1,279,109	\$0	\$1,279,109	\$1,279,109	\$167,820	\$0	\$167,820	\$167,820			\$0	\$0
ARRA Section 5311 - Non-UZA			\$0	\$0	\$357,000	\$0	\$357,000	\$357,000	\$500,000	\$0	\$500,000	\$500,000			\$0	\$0
Transit - Other Federal Funds - Non-FTA			\$0	\$0			\$0	\$0			\$0	\$0			\$0	\$0
Transit Total	\$955,024	\$3,284,200	\$4,239,224	\$4,239,224	\$5,144,209	\$4,009,500	\$9,153,709	\$9,153,709	\$8,930,056	\$8,099,684	\$17,029,740	\$17,029,740	\$2,571,300	\$6,711,700	\$9,283,000	\$9,283,000

- Notes:
1. Estimated federal revenue is apportionment (not obligation authority). It includes all phases for each trunkline and local project.
 2. Estimated non-federal revenue includes state and local match and other funds for all phases for each trunkline and local project.
 3. The FY 2008-2011 STIP reports financial constraint by major federal funding source.
 4. \$196,569 of non-federal revenue for Harrison St in FY2009 will be returned to Bay City as federal revenue in FY2010.
 5. FY 2009 has 2 projects with multiple Federal Funding sources, Henry St (HPP & STUL) & the Marquette Connector (ARUL & STH)
 6. FY 2010 has 1 project with multiple Federal Funding sources, Woodside/Truman/Marquette (ARUL and STUL)